TEN-T DAYS 2013
Exhibition Guide
CONNECTING EUROPE
ON THE MOVE TO THE NEW TEN-T
Connecting Europe Exhibition

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Welcome to the Exhibition!

We are pleased to welcome you to the second TEN-T Days Exhibition, showcasing projects, initiatives and organisations helping to realise the TEN-T network. Four floors of Tallinn’s Solaris Center provide the perfect backdrop to meet project promoters, learn more about these activities and take advantage of the wealth of TEN-T expertise in front of you.

In addition to the Exhibition at Solaris, a TEN-T Days info tent will be set up at the Port of Tallinn to welcome visitors interested in seeing TEN-T related hardware. Take a daily scheduled shuttle from Solaris to the Port and visit an icebreaker and hydro-vessel. An LNG-Truck and LNG mobile refuelling station at the Port will also showcase this LNG technology. If you don’t feel like taking the shuttle, you can also enjoy a test drive from Solaris to the Port with electric, hydrogen and natural gas vehicles (registration at Solaris).

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Transport directly affects everyone in Europe. Whatever age we are, and whatever activities we undertake, transport and mobility play a fundamental role in today’s world. The aim of the European Commission is to promote a mobility that is efficient, safe, secure and environmentally friendly and to create the conditions for a competitive industry generating growth and jobs. The issues and challenges connected to this require action at European or even international level; no national government can address them successfully alone. The European Commission’s Directorate-General for Mobility and Transport works in concert with the European Union Member States, European industry, citizens and stakeholders.

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http://ec.europa.eu/transport/index_en.htm
The main aim of the **LNG in Baltic Sea Ports project** is to foster a harmonised approach towards LNG (liquified natural gas) bunker filling infrastructure in the Baltic Sea region. Seven ports are involved in the project — Aarhus, Copenhagen-Malmö, Helsingborg, Helsinki, Stockholm, Tallinn and Turku. Each of the project partners is planning the development of port infrastructure to offer LNG bunker stations to ship owners in the future. The works in the ports focus on pre-investment studies such as environmental impact assessments, feasibility analyses for LNG terminals or bunkering vessels, project designs, regional market studies, safety manuals, etc.

The Baltic Ports Organization initiated the ‘LNG in Baltic Sea Ports’ project as a response to the IMO’s decision to establish new sulphur content limits in marine fuels sailing in Emission Control Areas (ECA) covering the Baltic and North Seas + English Channel from 1 January 2015. Liquefied natural gas is perceived as one of key solutions to meet the new requirements.

The project’s idea is meant to deliver both credible know-how on LNG as a marine fuel and an answer to the IMO’s sulphur directive. This will also support Motorways of the Sea (TEN-T Priority Project 21) in compliance with the EU Strategy for the Baltic Sea Region — a model area for clean shipping.

The results of the studies will allow the physical investments in LNG tanking infrastructure to get started. Moreover, project works include a so-called ‘stakeholder platform’ to facilitate discussion amongst port authorities, ship owners, gas infrastructure providers, energy traders and bunkering companies. The platform will also welcome representatives from the North Sea to share their knowledge and views on LNG. An LNG Guidebook will also be created, containing best practices, recommendations and standards on how to develop effective gas infrastructure in ports.

The project will end on 31 December 2014, just one day before the ECA becomes the “daily bread” in the region for everyone in the industry.

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You are invited to our stand to find out the latest developments at the project’s seven partner ports. A project brochure, newsletter and additional information will be shared by the Baltic Sea Ports initiative representatives.
The Port of Helsinki and the Port of Tallinn have strong ties and heavy traffic between them. This major connection between the two European capitals is also a part of the corridor leading to Central Europe through the Via Baltica and Rail Baltic. The number of both passenger and cargo ferries crossing the Baltic Sea between the ports is growing daily: now close to 8 million passengers and 1 million vehicles. This bond started flourishing since Estonia’s independence, and the impact and the continuous growth (and its potential) have taken both parties positively by surprise.

This fast development has naturally brought its issues: new infrastructure solutions for traffic flow and current bottlenecks need to be found within the port as well as the connecting city areas. Environmentally sustainable traffic modes (combined ro-ro (roll on, roll off) + passenger ferries) need more efficient development — both in terms of time and socio-economically. More economical solutions will mean that larger amounts of vehicles and passengers can be handled in less time in tight city areas, as well as both ports.

In the framework of the TWIN-PORT project, Helsinki, for its part, is looking into solutions like automooring, automatic gate/check-in services, as well as improved signposting in its West Harbour. There will be a new terminal in the West Harbour, as well as new streets, parking areas, berths, and an improved fairway. The Port of Tallinn is investing in improving its Old City Harbour traffic connections and upgrading in-port logistics. Both cities will conduct a study on municipal and national level traffic scenarios, especially focusing on multimodality.

A new ro-ro connection between Vuosaari and Muuga harbours will be studied and promoted, and both sides will concentrate on cargo to enable and contribute to new and effective multimodal transport. The aim is to increase efficiency and at the same time reduce environmental impact, at lower operating costs.

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*pending adoption of individual Decision*
Baltic-Link Motorways of the Sea: Gdynia–Karlskrona
Regional Council of Southern Småland

2009-EU-21010-P • Part of TEN-T Priority Project 21

The objective of Baltic-Link Motorways of the Sea project is to implement Motorways of the Sea through the ports of Karlskrona, Sweden and Gdynia, Poland. The project will reduce the amount of freight using the northern European motorways and will diminish the related road congestion.

It is also part of a new green alternative transport corridor between the Adriatic Sea and Scandinavia fulfilling the aims of the Commission’s Transport White Papers 2001 & 2012 with terminal areas, upgraded railways, off-shore electrical power systems and single window.

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Our stand will feature a display of project results.
The Baltic Sea Hub and Spokes system is a joint project of the ports of Aarhus, Gothenburg and Tallinn. It aims to create the necessary framework for an integrated maritime transport system, which will promote and support a cost-effective and efficient door-to-door transport solution, link trade to transport and facilitate growth in the entire Baltic Sea region.

Building stronger hubs in the Baltic Sea region with good feeder relations will directly attract global carriers, safeguard regional development and relieve pressure on the continental hubs — thereby allocating more capacity to handle their natural hinterland. Moreover, the project will deal with current transport challenges, such as the massive flow in containers and trailer traffic on over-burdened European road systems.

Within the project, joint actions are being developed to enhance communication and marketing in the Baltic Sea region through IT-based systems. Furthermore, the project is reviewing security policies to gain knowledge about possible areas for harmonising rules and legislations between the different port organisations, at both the national level and within the EU.

Our stand will showcase the ICT system developed for the rapid exchange of port production data. The tool is based on a web-based platform with ‘cloud’-technology which enables easy implementation for other ports interested in participating in the information network. Data exchange between different port organisations and the innovative smart-phone application are not common functionalities in port operation software today, but are included in the ICT tool developed within the project.

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BothniaLNG grouping

Most of Europe’s steel comes from the Northern Scandinavia. Europe has a very low self-sufficiency of iron ore, and almost all of this self-sufficiency depends on transport from the Bay of Bothnia, located between Sweden and Finland. A major part of Europe’s stainless steel also originates from the Bay of Bothnia and needs to be transported by the Motorway of the Seas to Central Europe. A large number of other industries have built their presence in the area due to its rich natural resources and efficient, environmentally friendly maritime transportation links.

BothniaLNG is a public-private grouping to create a downstream market for LNG that will become available through the TornioHaparanda LNG import terminal. The project includes bunkering facilities at the import and satellite terminals; an ice-going, ice-breaking import tanker for year-round LNG logistics (first of its kind), which also acts as a pilot for LNG as winter navigation fuel; and the planning of LNG bunkering operations in ice-covered seas. BothniaLNG supports other TEN-T projects e.g. The Iron Ore Port and the Kvarken link.

Exhibits at our stand include technical illustrations of terminals and of LNG-powered winter navigation. The LNG market study performed by the BothniaLNG grouping is available at http://goo.gl/TRo1Zy

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The Brussels-based **TEN-T Executive Agency**, established by the European Commission, is responsible for managing the technical and financial implementation of the European Commission's TEN-T Programme. While DG Mobility & Transport addresses the TEN-T policy issues, the Agency’s role is to monitor all open TEN-T projects from the 2000-2006 and 2007-2013 funding schemes — including over €8 billion from the 2007-2013 programme alone.

The Agency’s main objective is to increase the efficiency of the technical and financial management of the TEN-T Programme and its projects. By using a centralised management of funds, it can better focus on the large-scale implementation of projects. This in turn allows the Agency to contribute to the completion of the TEN-T network — adding to the competitiveness of the European economy and ensuring safe, efficient, and sustainable mobility for everyone across Europe.

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A variety of brochures, maps and information — plus a kids’ TEN-T activity book and colored pencils — will be available at the Agency’s stand. Stop by and learn more about our activities.
TENtec is the information system used by European Commission to coordinate and support TEN-T policy. It stores and manages technical and financial data for the analysis, management and political decision-making of the TEN-T programme. TENtec acts as a bridge to Member State ministries and other key institutional stakeholders, and includes support for modelling of future policy and budgetary scenarios, briefings, interfacing with GIS (Geographical Information System), monitoring and reporting, the electronic submission of applications and online conduction of surveys.

Through its Private Portal TENtec has been the IT platform to collect, display and print the technical, financial and geographic data to support the new legislative basis of TEN-T (Guide-lines & CEF). In particular, all maps have been produced by the TENtec system and team.

TENtec also manages the necessary workflows to issue Commission Decisions, the project selection process and the required web interfaces.

The TENtec Public Portal offers timely information geared at the general public through dynamic maps, facts & figures and various audio-visual and interactive elements. It acts as a useful communications tool providing a comprehensive overview on the Commission's work in relation to TEN-T and aims to raise citizens' awareness of TEN-T policy development bringing clean, safe and efficient travel throughout Europe.

TENtec will present the latest version of the Private Portal and the Public Portal including live testing, as well as a mobile version of TENtec.

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Frankfurt Gateway Gardens project (Frankfurt Airport)
Fraport AG
2012-DE-91096-S*

Frankfurt Main Airport has an especially central location in the Rhine-Main region which also gives it a prime location right in the heart of Germany and Europe. On the “air-side” it is characterized by its role as a hub in the international network of air traffic, on the “land side” by its excellent networking of various modes of transport.

With the ever-increasing number of passengers at Frankfurt Main Airport and the resulting proportionally rising volume of passenger transport, the pressure is growing to diffuse the flow of traffic and to distribute it to other access points. In the development of the rail transport as it stands today, the traffic load is distributed to two high-traffic stations at Terminal 1:

• Frankfurt (Main) airport long-distance station: as a hub of DB AG’s national and European rail transport with 210 trains and a passenger volume of about 23,000 travellers a day
• Frankfurt (Main) airport regional station: has in comparison a weekday passenger volume of approximately 41,000 people. This station links the airport to the central train station in Frankfurt.

The need to diffuse the flow of traffic already mentioned above not only results from the newly commissioned in October 2012 passenger area A+ in the west of Terminal 1 which already means a passenger volume of approximately 6 million passengers a year. This pressure is also exacerbated in the medium term by the planned expansion of capacity with the new Terminal 3 south of the Airport which has a planned capacity of 34.5 million passengers/year.

The TEN-T project “Frankfurt (Main) Gateway Gardens/Airport Terminal 2” plans to expand the rail network with the route to greatly improve the redundancy of the system and ensure: 1) the connection between the above-described national, European and regional rail networks and 2) the connection between the airport’s internal transport systems. Planning has shown that the “Gateway Gardens / Airport Terminal 2” would already be frequented from the start by about 16,500 passenger trips a day — 25% of which would be headed for Terminal 2.

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*pending adoption of individual Decision
Test our European Train Control System (ETCS) simulator at our stand in Tallinn.

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ANNA project — Advanced National Networks for Administrations — will be carried out by 14 EU Member States to support the effective and sustainable development of national Maritime Single Windows in line with EC Directive 2010/65/EU (Reporting Formalities for Ships arriving in/departing from EU ports). It will run from 2012-2015.

ANNA will facilitate continuous interaction between the various administrations and businesses/private sector, including cross border issues. It will foster a harmonized approach for administrative facilitation to:

- reduce red tape for users (business)
- use IT languages
- exchange data between national (Maritime Single Window) networks.

ANNA will also work closely together with 10 observer countries, 11 European private stakeholder organisations and the European Commission services, as well as other e-Maritime and e-Freight initiatives.

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*pending adoption of individual Decision
European Commission: Directorate-General for Regional and Urban Policy

The mission of the Directorate General for Regional and Urban Policy (DG REGIO) is to develop and pursue actions leading to the strengthening of the European Union’s economic, social and territorial cohesion, with an objective of promoting a smart, sustainable and inclusive growth.

In partnership with national, regional and local actors, the Directorate General for Regional and Urban Policy ensures that:

• high quality regional development strategies and implementation structures are present in the Member States, delivering EU policy priorities on the ground throughout the European Union, particularly in the least favoured regions reflecting the principle of solidarity
• delivery is consistent with the principle of sound financial management
• the policy brings real benefits to, and is understood by, Europeans citizens on the ground and
• the policy contributes to creating the conditions for future enlargement of the European Union and the integration of new Member States into the single market.

It does this through the European Regional Development Fund (ERDF), the Cohesion Fund, the European Union Solidarity Fund (EUSF) and the Pre-Accession Assistance (IPA) — Regional Development and Cross-Border Cooperation components — by:

• supporting the development and the implementation of strategic investment programmes to promote competitiveness, job creation and sustainability in regions
• promoting adaptation and innovation in the face of new challenges
• stimulating territorial cooperation and macro-regional strategies.

The Directorate general is responsible for the coordination of EU policies on territorial and urban affairs and on the outermost regions.

The European Commission’s DG REGIO makes available a number of publications available at its info table in Tallinn, including:

• Q&A on the legislative package for EU cohesion policy 2014-2020
• Investing in Growth and Jobs, cohesion policy 2014-2020
• EU cohesion policy contributing to employment and growth in European Commission
• Panorama magazine, summer 2013
• Panorama magazine, autumn 2013
• The urban an regional dimension of the crisis.

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http://ec.europa.eu/dgs/REGIONAL_POLICY/index_en.htm
European Aviation Safety Agency (EASA)

The European Aviation Safety Agency (EASA) is the centerpiece of the European Union’s strategy for aviation safety. Our mission is to promote and achieve the highest common standards of safety and environmental protection in civil aviation. Based in Cologne, the Agency currently employs more than 650 experts and administrators from all over Europe.

A milestone achievement of the agency in December 2006 was the certification of the Airbus A380, the world largest airliner. In addition to the airworthiness of aircraft and parts, the agency has taken up new responsibilities in the area of air operations, flight crew licensing, air traffic management, airports and the approval of third-country operators flying into the EU.

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The European Railway Agency (ERA), based in Valenciennes, France was set up to support the construction of a safe, modern integrated railway network — one of the EU’s major priorities. Railways must become more competitive and offer high-quality, end-to-end services without being restricted by national borders.

Through its activities, ERA promotes this integrated railway area by reinforcing safety and interoperability.

The Agency also acts as the system authority for the European Rail Traffic Management System (ERTMS) project, which has been set up to create unique signalling standards throughout Europe.

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Study to test the potential of Bio-LNG to contribute to European renewable energy targets based on a pilot refuelling and storage network trialled with HGV fleet operators in the UK

Gasrec Ltd

2012-UK-26061-S* • Part of TEN-T Priority Project 26

The decarbonisation of road transport is a pan-European objective. Part of this strategy can be delivered by the mass-market adaptation of Bio-LNG as a vehicle fuel via the establishment of a high quality, open-source refuelling infrastructure. Bio-LNG is a blend of liquid biomethane (LBM) and liquefied natural gas (LNG).

The study will test the use of Bio-LNG in a full live trial with HGV fleet operators using a pilot network of open access storage and refuelling terminals on TEN-T Priority Projects in UK. The pilot network will be enhanced through the use of mobile refuelling stations deployed initially in the UK on a temporary basis to smooth roll out before being moved to other EU Member States to test the market in different locations. The study will directly address the three main barriers identified by the European Commission as inhibiting market development of alternative fuels: lack of infrastructure, lack of vehicles at competitive prices and not enough consumer demand. This vicious circle can only be broken by building refuelling infrastructure and encouraging consumers to invest in vehicles.

The study’s outcome will be a business model and roadmap for deployment of Bio-LNG across the TEN-T network throughout Europe. Gasrec Ltd produces LBM with a very high purity and methane content. Its first production plant at Albury (UK) has been in operation since June 2008 and the company has been providing its customers with dedicated refuelling facilities at their depots which can dispense either LNG or CNG. The first open access Bio-LNG refuelling terminal in Europe constructed by Gasrec was opened in May 2013 in the center of England at Daventry. Another four refuelling terminals will be built with the support of TEN-T funding. Once the first two terminals are in operation, the pilot will be extended to continental Europe for UK-based fleet operators with operations in other countries by utilising the mobile refuelling stations.

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*pending adoption of individual Decision

Visit our joint stand with NGVA to learn more about Gasrec and its activities. Brochures and other small gifts will be available.
NGVA Europe, the Natural & bio Gas Vehicle Association, is the only European stakeholder for natural gas and renewable methane (biomethane or synthetic gas/power to gas) used as motor fuels in transport, covering all type of vehicles and transport modes (light, medium and heavy duty road transport, maritime and inland shipping, rail and air traffic). Founded in 2008 and operating from offices in Madrid and Brussels, we currently represent more than 160 members from 40 different European countries and abroad.

Our mission is to act and provide positions on behalf the European NGV related industry: vehicle manufacturers, filling stations and components, biomethane producers, gas distributors and in particular the final customer who uses NGV with satisfaction in terms of fuel economy and environmental respect. Among our activities, during the TEN-T Days we would like to highlight the LNG Blue Corridors project which aims to establish LNG as a real alternative for medium and long distance transport — first as a complementary fuel and later as an adequate substitute for diesel. To accomplish its objective, the project has defined a roadmap of LNG refuelling points along four corridors (Atlantic, Mediterranean, North-South, East-West).

In order to implement a sustainable transport network for Europe, the project’s goal is to build approximately 14 new LNG or L-CNG stations, both permanent and mobile, at critical locations along the Blue Corridors whilst building up a fleet of approximately 100 Heavy Duty Vehicles powered by LNG. With nearly €8 million in TEN-T co-funding, the project unites and mobilises the critical mass in LNG transport and infrastructure technology, incorporating the expertise of (industrial) partners and research institutes.

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See our NGV car and learn more about the project and our activities through an informative panel at the joint stand with Gasrec.
The HIT project aims to harmonise the deployment of hydrogen infrastructure along key TEN-T corridors. Hydrogen (H2) is perceived as one of the most promising answers for greening the transport mobility energy chain — and is now coming to the stage of market implementation on the TEN-T network. An increasing number of hydrogen hotspots (usually in the form of subsidised projects) are emerging in densely populated areas, where the zero emission feature offers the largest advantages to improving the local air quality.

HIT is comprised of both studies and the actual deployment of pilot Hydrogen Refuelling Stations (HRS). The studies aim for optimum strategies to migrate from the status quo of local hotspots to actual local markets and on to long distance transport and mobility along the TEN-T corridors. The advantage of hydrogen as an energy carrier for long distance transport is that it is the perfect range extender for electric vehicles. The ambition of HIT is to kick-off a true EU network of HRS to facilitate clean and sustainable transport along the main transport axis in Europe, thereby turning these into Green corridors.

Seven partners are working together in HIT: Air Liquide, AVHYPAC, Copenhagen Hydrogen Network (CHN), Hydrogen Link Denmark, Hydrogen Sweden, HyER and the Dutch Ministry of Infrastructure and the Environment. The project is coordinated by the Dutch Ministry of Infrastructure and Environment, supported by HyER, the European Association for Hydrogen, Fuel Cells and Electro-mobility in European Regions. The project includes a pilot station of Air Liquide in Rotterdam/The Netherlands and two in Denmark by CHN. In addition, it will link to initiatives already underway in the rest of Europe, for example Germany and the UK.

A hydrogen dispenser, two hydro vehicles (one inside and outside) and videos of urban hydrogen fleets will be available at our stand.
The **International Green Electric Highways** project is a study to assess electric vehicle (EV) fast charging infrastructure to enable the deployment of EVs in the Republic of Ireland and Northern Ireland. It is examining the requirements for nationwide deployment, including technological requirements and supporting IT systems, as well as look at the impact on EV uptake. Interoperability and international roaming are also being trialled.

The results are intended to provide a roadmap for decision-making on the rollout of EV infrastructure and make a relevant contribution to the development of electric vehicles and long distance travel within Europe. In order to accurately validate and provide proof of concept for EV fast charging, a pilot of fast charge points are being deployed in Ireland and Northern Ireland.

**ESB** and **DRD NI** will be showcasing the Republic of Ireland’s and Northern Ireland’s national electric vehicle programmes. Information will also be provided on the International Green Electric Highways Project co-funded by the European Commission. On display on the stand will be:

- A Nissan LEAF 100% electric car capable of 160 km on a single charge
- A fast charge point that is being installed as part of the International Green Electric Highways Project. The DC fast charger can give an electric vehicle a charge of up to 80% in as little as 25 minutes.
- Video footage will show initiatives that have already been undertaken to promote electromobility as well as showcase the network of chargers which are already installed.

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Lyon-Turin project

Lyon Turin Ferroviaire

Supporting TEN-T Priority Project 6

The new freight and passenger rail link between Lyon and Turin (TEN-T Priority Project 6) will act as a key node between northern and southern Europe (London/Amsterdam/Paris-Milano) and west and east (Seville-Budapest). It will considerably shorten travel times for high speed passenger traffic and provide an environmentally friendly response to the demand for freight transport over the Alps.

The Lyon-Turin project concerns particularly the cross-border section of nearly 65 km from Saint-Jean-de-Maurienne to Bussoleno in the Susa valley. A major civil engineering structure of this section will be the 57.1 km French-Italian “base tunnel”.

The project includes technical design studies, environmental studies, realisation of descending shafts and survey galleries, preparation of the construction sites and the first steps of construction phases.

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Lyon-Turin is a key link in the TEN-T network. Our stand allows visitors to discover the motivation and organisations involved in the new railway line. The stand also presents the studies, procedures and investigation works connected to the project.
The SESAR (Single European Sky ATM Research) programme is the technological and operational pillar of the Single European Sky (SES) initiative and constitutes one of the most ambitious research and development projects ever launched by the European Union. SESAR came to life in the recognition of serious inadequacies with the current air traffic management system. Today, the shortcomings of the European Air Traffic Management system are estimated to cost some €4 billion annually. Without a radical change in the way air transport is managed, flying in Europe will reach its limits, leading to more delays for passengers, greater safety concerns, increased costs for airlines and higher CO2 emissions. The aim of SESAR is therefore to overcome fragmentation of the ATM system and deliver advanced technological and operational solutions with a view to bringing Europe’s ATM into the 21st century.

SESAR is managed by the SESAR Joint Undertaking (SJU) which coordinates and concentrates all relevant research and development efforts on ATM with a view to harmonising industrial implementation. Partnership, sustainability and user orientation are the founding principles of the SJU’s approach to delivering tangible, deployable solutions to the ATM world. In this context, almost 3,000 experts in Europe and beyond are working together, from airspace users, airports, air navigation service providers, the manufacturing industry, to aviation associations and organisations, the scientific world, regulators and administrations. Thanks to these partnerships, SESAR is already bringing operational solutions to ATM systems; increasing operability, traffic predictability, flexibility, safety and cost efficiency, while reducing fuel consumption, CO2 emission. Research and innovation are ongoing and deployment by industry is on its way.

The SJU was founded by the European Union, EUROCONTROL, and has 15 member companies: AENA, Airbus, Alenia Aermacchi, DFS, DSNA, ENAV, Frequentis, Honeywell, Indra, NATMIG, NATS (En Route) Limited, NORACON, SEAC, SELEX ES and Thales.

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The European Maritime Safety Agency (EMSA) based in Lisbon, Portugal, sits at the heart of the EU maritime safety network and collaborates with many industry stakeholders and public bodies, in close cooperation with the Commission and the Member States. It undertakes a number of mainly preventive, but also reactive, tasks dealing with maritime safety issues. These key areas are:

- Assisting the Commission in monitoring the implementation of EU legislation in such areas as: ship design, construction and planned maintenance; reception of ship waste in EU ports; certification of marine equipment; ship security; training of seafarers and; Port State Control.
- Developing, operating, and maintaining maritime monitoring/information capabilities at EU level, including the SafeSeaNet vessel traffic monitoring and information system and the Long Range Identification and Tracking Cooperative Data Centre. The Integrated Maritime Data Environment (IMDatE) technical platform combines and processes data from EMSA’s maritime applications and external sources.
- Supporting a marine pollution preparedness, detection and response capability which protects EU coasts and waters from ship generated pollution. This includes a contracted fleet of Stand-by Oil Spill Response Vessels and the CleanSeaNet satellite-based oil spill and vessel detection service.
- Providing technical and scientific advice to the Commission in the field of maritime safety and prevention of pollution by ships.

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The **GREENCRANES** project is testing eco-efficient technologies and alternative fuels (liquefied natural gas) including pilot deployment in existing port container terminals (PCTs), thereby contributing to mitigating climate change and reducing GHG emissions. Only new, thoroughly researched technologies that have never been tested in real life in existing PCTs will be evaluated and piloted, with the objective of providing results by the end of 2013.

The findings will enable port managers and investors, EU policymakers, citizens and industry to understand and decide which alternatives generate the best socio-economic value and have the highest potential for rapid deployment across the EU.

**B2MoS** is an innovative study* featuring pilot actions aiming to improve the information exchange of key public and private stakeholders and promote their operational cooperation to increase the efficiency of Motorways of the Seas (MoS). It will boost the development of a TEN-T MoS network and improve European cohesion by simplifying specific administrative procedures affecting ultra-peripheral and peripheral regions and reducing barriers to intra-EU trade.

B2MoS will contribute to establishing a European maritime space without barriers by facilitating and simplifying compliance with regulations and by promoting intermodal sustainable transport solutions that reinforce the MoS strategy. The prototypes will be piloted by public entities, port communities and MoS business stakeholders offering road, rail, inland navigation and maritime services in MoS services connecting Germany, United Kingdom, Spain, Italy, Slovenia and Greece.

22 partners and 4 implementing bodies in the six abovementioned EU Member States will participate in B2MoS, actively involving more than 15 port communities in the project.

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*pending adoption of individual Decision

Our joint GREENCRANES/B2MoS stand will feature general presentations about both projects, as well as pilot sheets, posters, and brochures.
The Brenner Base Tunnel is the centrepiece of TEN-T Priority Project 1, railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo. This project foresees the construction of two low-gradient parallel tunnels envisaged mainly for the transport of heavy goods across the Alps. It will run for 55 km from Innsbruck (Austria) to Franzensfeste/Fortezza (Italy). Adding the existing Innsbruck railway bypass, the entire tunnel through the Alps will be 64 km long — the longest underground rail link in the world.

28 km of tunnel has already been excavated and work on the project will last until 2025. The EU finances one-third of the costs — the highest level of co-financing ever granted for an infrastructure project. The Brenner Base Tunnel will remove a major bottleneck in the environmentally sensitive Alps, shifting heavy traffic from road to a high-quality rail service. Travel time through the tunnel will also be reduced significantly.

The BBT SE will give an overview of the project on a 6m long information wall. Several brochures and a new video on the working progress of the Tunnel will show the ongoing works in detail.

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The **MONALISA 2.0** study will contribute to the continuous improvement and development of efficient, safe and environmentally friendly maritime transport in the EU. A concrete step in the further development of the Motorways of the Sea (MoS) concept, MONALISA 2.0 will promote the deployment of new maritime services and processes through concrete pilot projects and studies.

MONALISA 2.0 builds on the results and experiences from the MONALISA 1 project (2010-EU-21109-S), which has received very positive feedback from both stakeholders, international bodies and the European Commission. The study will also make use of relevant results and best practices from other completed MoS and maritime R&D projects. The idea is to encourage innovation and the introduction of new technologies and systems to increase the efficiency, effectiveness and environmental sustainability of MoS in the TEN-T network.

Important steps towards deployment will be achieved by:

- testing concrete applications and services which would allow rapid commercial deployment
- integrating route planning tools with additional environmental information and maritime spatial planning in order to improve maritime safety and environmental protection
- supporting joint private-public action to elaborate better standards for route information exchange through a common interface and data format allowing interoperable equipment for sea traffic management
- defining and proposing a framework for sea traffic management, re-using methodologies and previous results from SESAR and other sectors for application in the maritime domain
- demonstrating concrete/hands-on services using new technology to enhance maritime safety, making search and rescue and mass-evacuations more efficient and by addressing the urgent issue of port safety

A close cooperation has also been established with the DG MARE CISE program (Common Information Sharing Environment) developed to support control of sea areas under coastal states responsibilities, in order to exchange experiences and results.

The MONALISA 2.0 consortium consists of a large number of public, private and academic partners which together constitutes a balanced, relevant and competent partnership in order to implement the project in an efficient way.

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*pending adoption of individual Decision*
Inspired by the European Commission’s Logistics Action Plan of 2007, Sweden initiated a national programme on **Green Corridors** with broad involvement of the Swedish transport sector. Since then, interest and awareness in “green logistics” and climate-friendly transport solutions have increased in the Swedish business community and at the political level.

Between 2010 and 2013, the government commissioned the **Swedish Transport Administration**, Maritime Administration and Agency for Innovation Systems to collaborate on the continued development of the Green Corridors concept.

In the recent years, the following projects have been or are being carried out under the Swedish Green Corridor umbrella:
- GreCOR, led by the Swedish Transport Administration and including 14 partners in six countries, and which runs from 2012 to 2014
- The Scandinavian 8 MILLION CIT/COINCO North II (to some extent), which includes the Oslo-Copenhagen route
- Green STRING Corridor, which aims to develop the Malmö–Hamburg route
- BGLC, with 29 partners from 5 countries aims to develop the transport system on the Swedish and Finnish side of the Bothnian Gulf and connects east-westbound and north-southbound transports in Sweden, Finland, Norway and Russia
- Euroshuttle, to develop the opportunities for railway traffic between Katrineholm and north part of Spain/south of France

The Swedish Transport Administration is also a partner in SWIFTLY Green, a new TEN-T project (2012-EU-94167-S) selected under the 2012 TEN-T annual call*.

On 12 December 2012, an International Demonstration Day was organised in Malmö for the Green Corridors project. In conjunction with this day, an opening ceremony was held for the first green corridor in Europe: Oslo-Randstad. This corridor involves Norway, Sweden, Denmark, Germany and Holland, and these countries will now work together to make the corridor greener and more efficient.

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*pending adoption of individual Decision
LEVEL 0

0-korrus / 0-Level
Lobby / Presentation area 750 m²

Exhibition area

OA - DG Mobility & Transport (DG MOVE)
OB - LNG in Baltic sea ports project
OC - TWIN-PORT project
OD - Baltic-Link Motorways of the Sea project
OE - Baltic Sea Hub and Spokes project
OF - BothniaLNG Grouping
EXHIBITION FLOOR PLAN

LEVEL 1

1A - TEN-T Executive Agency
1B - TENtec Information System
1C - Frankfurt Gateway Gardens project/Frankfurt Airport
1D - Siemens
1E - ANNA project
1F - DG REGIO info table
1G - EASA (European Aviation Safety Agency)
1H - ERA (European Railway Agency)
1I - Gasrec/NGVA
1J - HIT project/HyER
1K - International Green Electric Highways project
1L - Lyon-Turin project
1M - SESAR Joint Undertaking
1N - EMSA (European Maritime Safety Agency)
**EXHIBITION FLOOR PLAN**

**LEVEL 2**

- **2A** • GREENCranes/B2MOS projects
- **2B** • Brenner Base Tunnel project
- **2C** • MONALISA2.0 project
- **2D** • Green Corridors/Swedish Transport Administration
- **2E** • Bothnian Green Logistic Corridor
- **2F** • Region of Liguria: Genoa Airport project, Port of Genoa project, MoS24 project
- **2G** • WiderMoS project
- **2H** • Rapid Charging Network project
- **2I** • NEIERDAS project
- **2J** • Methanol: the maritime fuel of the future project
- **2K** • PPP project Amsterdam Sea Lock
- **2L** • Fehmarnbelt Fixed Link project
- **2M** • Banedanmark (Danish Rail)
- **2N** • Port of Civitavecchia/Port of Rome
EXHIBITION FLOOR PLAN

LEVEL 3

3A - P&G
3B - Rail Baltica Growth Corridor
3C - Nordic Investment Bank
3D - ITS Helsinki 2014
3E - Sea-2-Sea project
3F - Midway Alignment of Bothnian Corridor/ Kvarken Link project
3G - WinMoS project
3H - Polish General Directorate for National Roads and Motorways (GDDKiA)
3I - Corridor 1 Rotterdam–Genoa
3J - MIELE project
3K - Port of Venice projects
3L - Euro Sea2Rail corridor
3M - Upper Rhine corridor project/EFIP/ESPO
Bothnian Green Logistic Corridor (BGLC) is a transport project joining 29 partners across five countries working within different fields towards a single joint goal: to connect northern Scandinavia’s raw materials with markets in the Baltic Sea region and Central Europe.

The project is working to develop the existing Bothnian Corridor into an efficient, reliable and green transport corridor. This involves mapping the flow of goods and future needs, eliminating bottlenecks and other technical obstacles and introducing new, intermodal solutions for increased flexibility.

The project is also examining regional and economic effects and mapping strategically important nodes. From north to south, many different stakeholders along the corridor are working closely together to design business models and pilots.

Our aim is to create Scandinavia’s most important and most climate-friendly transport link, a Green Corridor.

Visit our stand where we will present new findings, information material and our new film. BGLC also cooperates with the Swedish Transport Administration (stand 2D).

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Regione Liguria

Genoa Airport/TEN-T Railway corridor

Genoa-Rotterdam link study

2012-IT-91060-S*

The main objective of this study is to begin the upgrading process of Genoa Airport’s intermodal connections, as foreseen by the airport and local planning instruments, by connecting the passenger terminal building with the nearby Milano-Genova-Ventimiglia main railway line. The study consists of two macro-projects, integrated to each other. The first is the planning and design of the new airport railway station, located on the TEN-T Corridor, and the upgrade design of all related works in the surroundings.

The second is the planning and design of a cableway connection between the new airport railway station and the existing passenger terminal building, as well as other related airport infrastructure (access roads, parking lots, green areas). In the second project, the improvement of the passenger terminal building to host the cableway station is included. The study also contains a the cost-benefit analysis, environmental analysis of the new railway station, operating model and the basis for a future PPP project of the cableway.

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*pending adoption of individual Decision
MoS24 2010-EU-21101-S

The MoS24 study, which takes the form of a Pilot Action, aims to enhance the strategic role of TEN-T Priority Project 24 (Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen) as the main European gateway for goods transport via the Mediterranean Motorways of the Sea (MedMos). The goal is to create a “unique ICT multimodal Corridor between northern and southern Europe” by virtually connecting PP24 with MedMos. MoS24 will analyse the bi-directional transfer of goods from central Europe to the Mediterranean region and ports through PP24 together with the MoS network, which interconnect to each other through the Ligurian-French port system.

MoS24 will develop the demonstrator of an interoperability platform (also called MoS24) for interconnecting existing ICT modules and making them interoperable, and will deliver a service to users through the virtual MoS24 Comodality Promotion Centre (CPC). The MoS24 CPC will provide an important example of multimodal ICT services offered to the transport community. It will be carried out in three main phases: a demand analysis of the corridor, a review of existing subsystems and missing links plus the development and testing of an early version, and the pilot demonstrator, consisting of the virtual CPC for the Southern Gateway. MoS24 will also cooperate with other ICT and e-freight actions.

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The Regione Liguria stand will provide information on these two TEN-T initiatives, along with a new study involving the Port of Genoa. Come see us and discover these TEN-T activities in our region.
WiderMoS aims at facilitating the homogeneous connection between Motorways of the Sea (MoS) and the TEN-T network.

The main objective of the project is to contribute to the promotion of the MoS concept, fostering its effective and sustainable connection with the core TEN-T network corridors. WiderMoS will support the best link between MoS and the corridors through several activities:

- a MoS prospective study in 2020 and beyond, setting options and opportunities for the future deployment of MoS and assessing its potential as the maritime dimension of TEN-T as the 11th Corridor in the TEN-T Network
- an in-depth analysis of 4 topics (including customs procedures and logistic processes) linked to the deployment of the future governance model of the core network corridors
- a number of 5 pilot projects in the Mediterranean, Atlantic and the Baltic sea focused in the development of a IT Corridor Management Platform acting as a Logistic Single Window for the integration of sea — based transport services in the logistic chain, considering all types of freight operations, in order to allow a seamless shipment management and communication between the all the actors of the supply chain; the pilots aim at overcoming specific bottlenecks with a focus on paperless logistics/e-customs processes with priority for the integration of inland terminals and rail.

All the activities will be supported by a large stakeholder platform working as a think tank for the actual and future MoS in terms of performance, capacity and requirements, programme of measures, market studies, implementation and investment plan. The platform will be composed by institutional entities, regional and local authorities and other relevant public and private stakeholders including chamber of commerce, port authorities, shipping lines, shippers, infrastructure managers, transport and logistics operators associations.

At our stand, you’ll find out more information about the project.

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*pending adoption of individual Decision
The **RCN (Rapid Charge Network)** is a project developed by a consortium of four major Electric Vehicle (EV) manufacturers (Nissan, Renault, BMW and VW), ESB (Ireland), ZCF(UK) and the University of Newcastle(UK). The study will develop a comprehensive strategy for the implementation of a multi-standard, interoperable rapid charging network for other Member States to use. A network of 74 multi-standard EV rapid charging stations will be created along two TEN-T Priority Projects in the UK and Ireland, covering over 1,100 km of major road network routes with links to major seaports and international airports. These chargers will combine Chademo, Combo and AC facilities for EV drivers. A detailed study will then be conducted covering the adoption, deployment and use of this pilot network, including market, technical and regulatory features as well as lessons learnt from the deployment phase.

The project is designed to support decarbonization of road transport by encouraging the rapid deployment of EVs. It will meet the needs of EV drivers by providing a large scale, open, interoperable and easily-accessible network of multi-standard rapid charging stations along key motoring routes, linking the UK and Ireland. The project will complement the experience of other UK and European EV charging pilots by focussing on the multi-standard rapid charging approach. This will represent a major step forwards in encouraging e-mobility by further reducing the barriers to EV adoption.

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*The RCN project will be officially launched at the TEN-T Days Exhibition, following the formal signing ceremony. Our stand will therefore provide a summary of the project’s planned activities and include a digital model of how the network will look.*

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*pending adoption of individual Decision*
NEREIDAS project
Melilla Port Authority
2012-ES-92177-S*

NEREIDAS (Implementation of environmental restoration techniques for diminishing the environmental impacts of ports: steps towards a new certification) is a study to develop a standardization tool for the implementation of preventive and compensatory measures for environmental damage related to transport and port activities.

Its overall aim is to analyse and test the deployment of integrated solutions to minimize CO2 emissions, biodiversity reduction and external costs in Mediterranean ports through the use of biological technologies, sensors and numerical methods. In order to validate the results and expand them to other Mediterranean ports, steps towards a new standardization will be provided. Other similar Mediterranean ports can benefit from NEREIDAS as a tool for their own infrastructure plans, as well as help their transformations into low carbon environments.

The NEREIDAS stand will give you an overview of the project through a visual information wall and leaflet. Examples of a bio-regenerative structure, plants and sensors will also be available.

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*pending adoption of individual Decision
The **Methanol: the marine fuel for the future project** is a pilot to demonstrate the use of methanol as marine fuel in one of Stena’s large ro-ro (roll on, roll off) passenger ships, Stena Germanica. The ship’s main engines will be converted with a conversion kit developed by Wärtsilä, a world leading engine manufacturer. Furthermore, port infrastructure, including a storage tank and bunker terminal, will be built as well as the conversion of a bunker ship to carry the fuel. The Ports of Gothenburg and Kiel will participate with risk assessments and preparations for the needed permits.

*pending adoption of individual Decision*
Our stand will feature movies and demos about the sea lock complex, the Amsterdam port area and the North Sea corridor. One of the movies demonstrates how a vessel passes through the current largest sea lock, the Northern lock dating from 1929. This is quite narrow — and illustrates why a new large sea lock is necessary to safeguard access to the Port.

In addition, infographics and a multitouch table will give insight into the present and future situation of the sea lock complex. A number of fact sheets, pictures, maps and other promotional material will be available to show the highlights of this innovative PPP project.

This project was selected for funding under the 2012 TEN-T Annual Call (Priority 3, Support to PPPs/innovative financial instruments for a grant of €2.7 million (50% of the eligible study costs). It already benefitted from funding in 2010 for the project’s Phase 1 preparatory PPP studies. This grant for the Phase 2 implementation study will help start the PPP procurement for the construction of the lock. It will provide for further knowledge on the possibilities to standardize the necessary PPP tender documentation for maritime infrastructure, including a Design, Build, Finance, Maintain (DBFM) contract, suitable public-private risk sharing models and allow for innovative project bonds financing. The project intends to participate in the Europe 2020 Project Bond Initiative.

The procurement phase will start early 2014, with the works expected to start in the second part of 2015. The final completion of the sea lock is planned for 2019, and will result in a lock measuring 500 m length x 65/70 m width and 18/17 m depth — one of the largest sea locks worldwide. The project intends to apply for TEN-T support for this construction.

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*pending adoption of individual Decision
The Fixed Link across the Fehmarnbelt (TEN-T Priority Project 20) is northern Europe’s largest transport infrastructure project. The link will consist of a 19 km immersed tunnel, connecting the German island of Fehmarn to the Danish island of Lolland, and will comprise a double-track electrified railway and a four-lane motorway.

While the current ferry crossing takes 45 minutes plus waiting time, train passengers will require only around seven minutes for crossing the Fehmarnbelt Fixed Link. Drivers will need about ten minutes. As a result, the train journey between Hamburg and Copenhagen will be reduced from about four and a half to merely three hours.

Construction work will begin in 2015 and the tunnel will open in late 2021. Once in operation, the Fehmarnbelt Fixed Link will contribute to creating a new dynamic and competitive cross-border region and will bring the people of Europe closer together, fostering economic and political as well as social and cultural integration — on the regional, transnational and European level.

We look forward to welcoming you at our stand. You will find both general information on the project and detailed material on various topics such as the financial and technical aspects of the Fehmarnbelt Fixed Link.

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Danish rail projects
Rail Net Denmark (Banedanmark)

Denmark takes responsibility for ensuring improvements of its railway infrastructure enabling European cohesion. With its geographical position linking Scandinavia to central Europe, a number of projects have been approved which as a whole provide a significant increase in capacity and shorter travel times. The projects generate capacity that — even in the long term — is sufficient for the envisioned increase in freight traffic by rail.

- The New Line Copenhagen-Ringsted
- Ringsted-Fehmarn
- New Storstrøm Bridge
- Intersection Kastrup
- New double track Vamdrup-Vojens:
- The Danish Signalling Programme

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The Port Authority of Civitavecchia is at the core of the logistics system linking Rome and central Italy to the rest of Europe and the Mediterranean. Including the area of Lazio — and in particular the area of Rome with over three million people — the network (including Fiumicino and Gaeta) represents a reference point for other regions with their markets, such as Campania, Umbria, Tuscany and Marche. It is also provides access to the most popular Italian tourist destinations and to the most captivating cruise routes of the Mediterranean.

The system logic grants the possibility of offering national and international clients a plurality of opportunities in different sectors: from passenger traffic and cruise passengers and short sea shipping trade, as well as commercial traffic of every kind: from solid and liquid bulk to automobiles, from agribusiness to containers.

In fact, the ports of Rome and Lazio are in the centre of the country, in the second largest area of the Italian market and the fifth largest in Europe, located in the most important consumer and production base and linked to the Italian and European logistics network thanks to rapid road, train and air links.

Our stand will show all the connections from Civitavecchia Port of Rome to rest of Europe by land and sea. Come by to get a gadget and brochures about our Port.

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ALICE, CO³, MODULUSHCA, and TINA projects

ALICE aims to define a research framework, in which both shippers and logistics providers closely cooperate, thus gaining an overarching view on logistics, supply chain planning and control. This would enable them to improve cooperation, increasing the efficiency of logistics and supply chain operations. This technology platform aims to contribute to a 30% improvement of end to end logistics performance by 2030, thereby resulting in an approximate cost relief of €100-300 billion for the European industry.

CO³: capacity in the European transport system is being structurally underutilized. Statistics show that 1 out of 4 freight vehicles are running empty, with the rest are filled only to 57% of their weight capacity. Among the several strategies to be undertaken, CO³ aims to address horizontal collaboration. CO³ supports companies who want to transport their goods across Europe with “fewer and friendlier miles”, and helps them to identify potential bundling partners and set up test projects. To achieve this, CO³ will provide these companies with the necessary operational building blocks and provide active coaching during the implementation of the horizontal collaboration. The consortium will in parallel develop a legal framework for neutral ‘trustees’, an essential new actor in the creation of horizontal collaboration. In addition to standard multi-lateral transport contracts, also innovative concepts for gain sharing will be developed and tested.

MODULUSHCA: a proposed solution to increase the intermodal market share focuses on logistics (re)organization and improving the use of existing infrastructure and modes of transportation. A switch to open pooling of transport resources, not requiring individual agreements between actors is seen as the remedy for our transportation problems. This will be achieved through the Physical Internet (PI), which will result in interconnected global logistics, founded on physical, digital and operational interconnectivity through encapsulation, interfaces and protocol. MODULUSHCA prepares the transport and logistics community to use the PI by elaborating on this innovative approach enabling interconnected logistics. Concrete developments and demonstrations will be core components of the vision.

TINA identified that 80% of P&G tonne-km in Western Europe is eligible for intermodal transport solutions. After introducing two test routes, it was analyzed that these routes alone eliminated 4.2 million truck-km and saved 2,500 tonnes CO² per annum in 2008-2009. Still, the loading and unloading times of trains remains an obstacle to the use of trains for all transport. Therefore, TINA also now focuses on developing a horizontal container loading method, which could further increase the usefulness of rail transport for logistics, by reducing loading/unloading times from 6 hours to just 30 minutes.

Projects for the smart use of transport resources in innovative green logistics concepts to reduce CO² emissions, reduce costs, increase efficiency while maintaining optimal service levels will be shown. Ongoing research will be elaborated upon aimed at producing a toolbox to be used by stakeholders to swiftly define green measures to optimise the use of infrastructure in the context of EU sustainable policies. Furthermore, documentation concerning interconnected global logistics via the “internet of things” and modular logistics concepts will be handed out. Brief presentations will be shown on a television screen. Brochures including measures to be taken to achieve a pooling of resources and the size of effects to be expected will be available. The final goal of all the activities taken at the TEN-T conference is to raise awareness, interest and, therefore, create a virtual circle of information exchange between participants of the projects and external stakeholders.

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The Rail Baltica Growth Corridor (RBGC) promotes transport policies for the development of multimodal logistics and modern railway infrastructure in the eastern Baltic Sea region. The main focus is on improving passenger mobility and freight transport along the “Rail Baltica” route, which will connect the eastern Baltic Sea region from north to south — stretching from St. Petersburg, Helsinki, Tallinn, Riga, Kaunas and Warsaw to Berlin and westwards. RBGC is not a TEN-T project as such, but it promotes “Rail Baltica” (TEN-T Priority Project 27) and the new North Sea-Baltic Corridor.

RBGC organises multilevel dialogue about the transport policies of the Baltic countries and aims to improve the competitiveness and accessibility of Baltic cities and regions by increasing their interaction and collaboration. By bringing different stakeholders together, these cooperative efforts aim to advance the realisation of the “Rail Baltica” project and the entire North Sea-Baltic Corridor in general.

Discover more about our activities through posters and other printed materials (project brochures and newsletters, samples of project outcomes (Rail Baltica Growth Strategy, and WP reports) at our stand. Our online Mobility Guide developed as part of the RBGC project will be shown on screen.

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The **Nordic Investment Bank (NIB)** is an international financial institution owned by Denmark, Estonia, Finland, Iceland, Latvia, Lithuania, Norway and Sweden. The Bank has lending operations both in and outside its member countries. The Bank was established in the mid-1970s by the five Nordic countries to promote their economic growth and cooperation. The three Baltic countries joined the Bank in 2005.

NIB finances projects that strengthen competitiveness and enhance the environment. The Bank offers long-term loans and guarantees on competitive market terms to its clients in the private and public sectors. NIB focuses its financing operations on the following business areas:

- Energy and environment
- Infrastructure, transportation and telecoms
- Industries and services
- Financial institutions and SMEs

Projects considered for financing are viewed from a sustainable growth perspective. NIB analyses both their direct and indirect impact on competitiveness and the environment.

NIB acquires funds for lending by issuing bonds on the international capital markets. NIB’s bonds enjoy the highest possible credit rating, AAA/Aaa, with the leading rating agencies Standard & Poor’s and Moody’s.

The Bank is headquartered in Helsinki and has a staff of about 170.

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ITS European Congress 2014, Helsinki
ITS Finland • Finnish Ministry of Transport and Communications

The 10th ITS European Congress will be held in Helsinki 16-19 June 2014, during the memorable Finnish Midsummer week. The Congress is organised by ERTICO – ITS Europe and the European Commission, and is hosted by ITS Finland, the Finnish Ministry of Transport and Communications and the City of Helsinki. The Congress will take place at the Helsinki Exhibition and Convention Centre under the theme: “ITS in your pocket – Proven solutions driving user services”.

As a unique platform dedicated to the trends, achievements and opportunities in European markets, the Congress annually brings together a tremendous wealth of high level decision makers, thought leaders, technologists, researchers and experts. The European ITS congress offers you an extraordinarily rich programme and a 2,000 m2 exhibition. You can take part in different business and interactive sessions, interactive workshops and great networking social events.

Topics include discussion eg. new mobility apps for consumers and businesses - making use of open data, how ITS is dealing with ice and snow, how to make money from ITS, roaming ITS services and EU-Russia co-operation. Technical tours and live demonstrations will enable you to experience for example FIA’s ecodriving iMobility Challenge with a Finnish formula star and take a post-event tour to St. Petersburg. A European best traffic application contest will also be organised.

Stop by our stand to hear more about what Helsinki has to offer in Summer 2014!

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Sea-2-Sea project
Organisation of the Port of Alexandroupolis
2011-EU-95011-S

The Sea-2-Sea study is an active TEN-T project between the neighbouring countries of Greece and Bulgaria. It aims to demonstrate the feasibility and the viability of the Sea-2-Sea (Aegean Sea-Black Sea) corridor as an alternative operational scenario for supporting transport through this region.

Through assessments and operational studies, bringing the set-up of the corridor into operation will boost transport within the region, as well as support development and infrastructure driven facilities.

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Midway Alignment of the Bothnian Corridor: the Kvarken Multimodal Link project

The Kvarken Council

2012-EU-21013-M* • Part of TEN-T Priority Project 21

The Midway Alignment of the Bothnian Corridor, also known as the Kvarken Multimodal Link, is a vital, year-round maritime transport connection between Sweden and Finland. The link connects to three major roads classified by the UNECE as European roads of strategic importance — the E12, the E4 and the E8 — and to the newly built Bothnian Link main railway line. It also supports and complements the EU’s TEN-T Priority Projects and the Core and Comprehensive Network.

The global Kvarken Multimodal Link project is upgrading the transport route in order to fulfil national and international requirements for an environmentally and economically sustainable transport system with increased multi-modality and higher transport security. The project includes a complete transport system for both goods and passengers and has been initiated by the cities of Umeå, Sweden and Vaasa, Finland. The upgrade aims at: designing and developing a new ferry for the Kvarken strait, improving the environmental and economic performance of port operations and the regional logistics system, increasing market attractiveness, securing long-term operational stability, introducing innovative technologies and solutions as well as disseminating best practices within the EU.


Phase 2 (2015–2017): Building the ferry, land-based infrastructure construction including eventual LNG transportation and storage, implementation of the logistics system and operations, reporting of results and findings. Since the first phase of the Kvarken Multimodal Link project began, the number of passengers has increased by 200% in 8 months. Cargo owners find the link reliable and volumes are according to budget.

Visit our stand to talk to project representatives and view material about the project — including film clips and a 3D model of a ferry.

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*pending adoption of individual Decision
The Baltic Sea is one of the busiest seas in the world, with rapid growth in both the number of ships and the quantity of cargo. More than 2,000 ships are sailing in the Baltic Sea at any given time, and around 750 million tonnes are transported to/from Baltic Sea’s ports annually — nearly 15% of the world’s maritime transportation. The maritime transport system in the EU’s northernmost waters are thus of very high importance for trade between other parts of the European Union.

The main objective of the WINMOS project is to ensure year-round sustainable, efficient maritime transport, and mitigate the barrier-effect caused by sea ice in the EU’s northernmost fairways. WINMOS aims to develop the maritime winter navigation system, improve environmental performance and safeguard icebreaking recourses to future wintertime requirements, when large parts of the sea’s surface are covered by ice.

WINMOS includes:
• A study on the future demand for icebreaker capacity
• A concept study on next generation icebreakers
• Improvements to environmental performance
• A demonstration of the future Icebreaking Management Network, IBNet
• A Human element and training facilities
• Life extension of existing icebreakers
• An acquisition of a new icebreaker

Videos about the WINMOS project will be available for viewing at the stand. (They are also available at www.sjofartsverket.se and www.baltice.org)
**Polish General Directorate for National Roads and Motorways (GDDKIA)**

**2005-PL-92602-S (A-1 motorway)**

**Poland’s A-1 motorway** is a continuation of the international road E75, which begins in northern Norway (in Vardo), and passing through Finland, Poland, Czech Republic, Slovakia, Hungary, Serbia, FYROM, and Greece. Part of TEN-T Priority Project 25, the Gdańsk-Brno/Bratislava-Wien Motorway. In Poland, the A-1 will also be Poland’s main north-south transit, connecting the sea ports of Tri-city (Gdańsk, Sopot, Gdynia) with Upper Silesia.

The main aim of the TEN-T project (2005-PL-92602-S) was to prepare the detailed technical documentation, required for obtaining the building permission for the A-1 motorway (section Pyrzowice-Maciejów), for use during the tender and realisation of the construction works of the section. The project was successfully finalised at the end of 2010, and realised with 50% TEN-T co-financing.

The project results enabled the tender procedure for the construction of the A-1 motorway sections Pyrzowice-Piekary Śląskie and Piekary Śląskie-Maciejów which were subsequently realized. The Pyrzowice-Maciejów-Sośnica section also receives EU Cohesion Fund co-financing Operational Programme 2007–2013 Infrastructure and Environment.

The entire section of the A1 motorway was made accessible to drivers in June 2012. It became an important road connection in the industrial Upper Silesia region, as well onwards to southern Europe.

Poland’s **National Traffic Management System (NTMS)** envisages the creation of a pattern for technical design, information technology and functionality for road telematics devices as well as its subsequent implementation. NTMS aims to target the country’s entire national road network (+/-18,000 km). NTMS will use methodology based on the European ITS Framework Architecture (FRAME) and supported by several funding mechanisms, including national and European resources.

NTMS’ key benefits include:

1. Increasing overall road safety and raising the effectiveness of incident management
2. Ensuring optimum traffic management (reducing loss of time, energy savings),
3. Support for road maintenance (making effective use of financial resources),
4. Delivering real-time traffic information to drivers (efficient use of the transport network by users),
5. Improving the quality of freight services (time and fuel savings).

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**Rail Freight Corridor 1** (Rotterdam/Zeebrugge–Antwerp–Duisburg–Basel–Milan–Genoa), is the most important European axis for rail freight transport. It links the Dutch and Belgian seaports with the Mediterranean, and runs through the heart of the EU with its most significant conurbations and industrialised areas. This North-South axis serves economically strong urban centres such as Rotterdam, Amsterdam, Antwerp, Zeebrugge, Ghent, Duisburg, Cologne, Mannheim, Basel, Zurich, Milan and Genoa. All these centres are served and connected by the corridor as it cuts through the Netherlands, Belgium, Germany, Switzerland and Italy. Its outstanding geographical position, with an annual volume of approximately 700 million tonnes of transported goods and the fact that this corridor is one of the first to be implemented at European level, makes Corridor 1 the key initiative for international rail freight transport on the European market.

**Vision:** The establishment of barrier-free rail freight transport at borders is paramount to offering competitive freight capacity to meet future market demands. This will strengthen rail transport in competition with other transport modes. Moreover, a well-developed railway network is the basis for attaining environmental policy goals: A high proportion of rail transport reduces the burden on the environment by significantly lowering emissions and the use of fossil fuels. Reducing environmental burdens by shifting freight transport from road to rail also means stepping up efforts in traffic noise reduction.

**Corridor 1 activities:** The timely implementation of Regulation 913/2010 and ERTMS as the common European traffic control and safety system along the entire corridor is currently the key task. The focus is also on the introduction of measures with high potential, which can quickly be realised with a minimum of funds. In particular, the coordination of operational conditions and processes, the proactive and integrated performance management, the coordination of works, as well as the establishment of the Corridor One-Stop-Shop (C-OSS) as the single point of contact for the allocation of certain international paths, are some of the most important activities in this respect. A further element is the elimination of infrastructure bottlenecks. Here it is necessary to attain the required effects with measures that are coordinated properly in order to bring about the desired capacity increase.

*Our stand will present the Corridor 1 with three stands to explain three core topics: Corridor Performance Management, Corridor One-Stop-Shop (C-OSS), Customer Information Platform.*

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The **MIELE project** aims at designing and developing pre-deployment pilots allowing interoperability between ICT systems (i.e. single windows, port community systems) for the logistics chain between Italy, Portugal, Spain, Cyprus and Germany.

It consists of two parts: assessment of interoperability obstacles and identification of solutions, followed by pre-deployment of a full scale, integrated and interoperable demonstrator — the MIELE Middleware — allowing the exchange of data between the five national vertical pilots in the above-mentioned Member States. One of MIELE’s goals is to pave the way for the implementation of EU Directive 2010/65 on reporting formalities for ships arriving in and/or departing from Member State ports.

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The Port of Venice is and has been involved in a number of TEN-T co-financed actions aimed at improving its infrastructure and fostering Motorways of the Sea connections.

**Road and rail upgrades action (2008-IT-91407-P)**

This action involved the strengthening and developing of the existing road and rail infrastructure connecting the new Fusina Ro-Ro (roll on, roll off) terminal (operative as of 2014) with the main national and local road and rail networks, in order to enhance the interconnections of the Fusina area and achieve a better quality of service in terms of capacity, frequency, safety, environmental protection, quality and cost in response to the market expectations.

The project specifically:
- widened the existing road by constructing two new 900 metre lanes to enhance the connections of the Fusina area with the national A4 highway situated on Corridor V
- doubled the existing railway by constructing 500 metres of new tracks to improve the connections of the Fusina area ro-ro terminal with the national railway network

**Accessibility & dredging (2009-IT-00073-E)**

This project consisted of infrastructural works to dredge the West and South Industrial canals to a depth of 10.5 metres in order to improve the nautical accessibility in the port of Venice-Marghera. This will allow vessels of higher tonnage to access the port facilities and thus to develop maritime and co-modal transport. Furthermore the project aimed at reducing the environmental pollution of the lagoon by removing the contaminated sediments from the two canals.

**ITS Adriatic multiport gateway (E-platform) (2010-EU-21106-S)**

The North Adriatic Ports (NAPA) of Venice, Trieste, Ravenna, Koper, Rijeka (as observer) and the Rete Autostrade del Mare (RAM) agreed to develop a study to analyse the possibility to set up a multiport gateway for North Adriatic Ports. This includes a market study as well as ICT solutions enabling an efficient information exchange between the north Adriatic ports and all the actors involved within the intermodal transport processes. The market study proved that the NAPA ports have a potential market of 6 million TEUs in a long term horizon up to 2030. The growth of the NAPA
traffic flows would help rebalancing the whole EU container market presently unbalanced towards the more northerly ports. The project will also create a prototype of a common e-platform and develop a north Adriatic ports web portal for data sharing.

**ADRIAMOS-Ro-Ro terminal (2011-EU-21001-M)**

Intends to support the transport of trucks, unaccompanied trailers and cars by Ro-Ro and ro-pax ships between the North Adriatic area and the cluster of Greek Ports of Igoumenitsa and Patras. This will strengthen the efficiency of transport services between the two areas and further foster modal shift from road to maritime transport. In the Port of Venice, the intervention will foster ferry traffic to and from a new ro-ro Terminal in the Fusina area that will allow it to play a central role as a logistics platform.

**PPP study - terminal off shore (2011-IT-94006-S)**

The study is aimed at developing preliminary legal, financial and technical studies necessary to advance the Venice port development plan. It consists of the design and implementation of an offshore and onshore terminal as well as the related waterway transfer system and to prepare the ground for the tendering procedure for the design, construction, financing, operation and maintenance (or other forms of Public-Private Partnership) of the offshore terminal, onshore terminal and waterways transfer system.

The project is focused on public-private partnership preparation activities which should help the Venice Port Authority (VPA) to lead more detailed value for money assessment of the project and attract private operators to apply for the future tender.

*Our stand will show these 5 TEN-T projects, through relevant facts, maps, pictures, data & video.*

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New high speed rail line Dresden-Prague/European Sea2Rail corridor
Saxon State Ministry for Economic Affairs, Labour and Transport

The German Free State of Saxony promotes an efficient transport infrastructure the basis for economic expansion and sustainable mobility. Saxony is highly dependent on its operative transport connections to the EU domestic market, just as to its neighbouring countries. Therefore, together with the Czech Republic, Saxony is committed to the construction of a new high speed rail line between Dresden and Prague outside the Elbe Valley, which is suitable for mixed traffic (freight and passenger) with a planned travel speed of 200 km/h.

This German-Czech rail link is an essential part of the TEN-T Priority Project 22 (Rail axis Athens-Sofia-Budapest-Vienna-Prague-Nuremberg/Dresden) and the new Orient/East-Med Corridor (Athens-Sofia-Budapest-Vienna-Prague-Dresden-Berlin-Rostock/Bremen/Hamburg). Besides linking Dresden and Prague, this Corridor is highly significant for international transport from North and Baltic Sea ports to the EU’s southeastern Member States. Currently approximately 200 trains run daily through the Upper Elbe Valley. According to forecasts, the capacity of this railway line is expected to be exhausted after 2015. Enlarging the existing railway infrastructure is not feasible due to the geographical and environmental conditions in the Elbe Valley.

The main objective of the new high speed rail line is to reduce the passenger travel time between Dresden and Prague from the current 2h15min down to one hour and increase the capacity for freight transport.

Although a proposal on the preliminary planning services for this route was not selected under the 2012 TEN-T Call because of formal reasons, the objective is to resubmit the proposal in the next call.

Three posters will be presented at our stand to illustrate the corridor: (1) European 4-Sea-Railway-Corridor (EU4SEA-rail): which connects important European sea ports with growing regions of the enlarged EU Dresden-Prague new railway line; (2) savings of travel time; (3) line variants. Pay us a visit to learn more about this important corridor.

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The Upper Rhine corridor project has 3 main objectives, namely to: 1. Make a comprehensive overview of the existing and future needs regarding transport infrastructure, on both the short and long-term basis. 2. Improve the ports’ accessibility and connectivity to water and rail, as well as and the region’s accessibility to the European corridors. 3. Support the TEN-T network and its development by developing an integrated and efficient multimodal transport strategy with the related governance structure and master plan for investments at the upper Rhine level. In order to achieve the abovementioned objectives, four activities will be carried out: an analysis of existing traffic state of play, a traffic forecast scenario, a definition of long-term investment needs and the creation of a long-term decision making body and an investment plan.

The European Federation of Inland Ports (EFIP) is the official voice of nearly 200 inland ports in 19 countries of the EU, Moldova, Switzerland and Ukraine. Over the years, European inland ports have developed from pure river ports into multimodal connecting points in the European inland transport network. They serve as the gateway to at least one, but often two or even three environmentally friendly modes of transport (inland waterways, rail and maritime). Moreover, being at the crossroads of these different transport modes means that inland ports are increasingly evolving into clusters of logistic services. They offer a “marketplace” to logistic service providers for efficient and flexible choices and allow customers to combine different transport modes depending on market demands or types of goods.

The European Sea Ports Organisation (ESPO) was founded in 1993. It represents the port authorities, port associations and port administrations of the seaports of the EU Member States and Norway, as well as observer members in several EU neighbouring countries. The EU simply cannot function without its seaports: 90% of Europe’s cargo trade in goods passes through the more than 1200 seaports existing in the 22 maritime EU Member States and more than 400 million passengers pass through Europe’s ports every year using ferry and cruise services. Without seaports, the EU would not exist as an economic world power and there would be no internal market. ESPO ensures that seaports have a clear voice in the EU, promoting the common interests of its members throughout Europe. ESPO is also engaged in dialogue with European stakeholders in the port and maritime sectors.

Several booklets and the map of the Upper Rhine project will be available at our stand.

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